

RTIP ID# *(required)* ORA125

TCWG Consideration Date

January 24, 2012 project update to previous September 26, 2006 not-POAQC determination.

Project Description *(clearly describe project)*

On September 26, 2006 the Bristol Street Widening Project (RTIP ID# ORA125) was presented to TCWG and determined to be not-POAQC. The project description in the RTIP states “BRISTOL ST (WARNER TO MEMORY LANE) WIDEN FROM 4 TO 6 LANES (IMPV AT BRISTOL/WARNER (ADD NB/EB/SB THRU LNS; WB RT TRN LN) AND BRISTOL/FIRST (ADD NB/SB THRU LNS; SB LFT/RT/TRN LNS.” The location of this project is shown in Figure 1 and Figure 2.

An update to this project is being presented. The majority of the project has been completed, separate in phases. Detailed phasing information is provided in the “Comments/Explanation/Details” section below. The remaining federally-funded phases (Phase III and Phase IV) are described below.

Phase III

This phase involves the widening of Bristol Street (between Civic Center Drive and 17th Street) from four lanes to six lanes with a 150-foot wide right-of-way cross section including a 14-foot wide raised landscaped median; three 12-foot wide through travel lanes in each direction; a 7-foot wide Class II bike lane on each side of the roadway; a 15-foot wide parkway, and 10-foot sidewalk with curb ramps for wheelchair access pursuant to American with Disabilities Act of 1990 (ADA) requirements on both sides of the roadway. As Bristol Street approaches the intersections, the landscaped center median would taper to accommodate right-turn pockets and left-turn lanes in each direction. Additionally, cul-de-sacs would be included on the west side of Bristol Street at 10th Street, 11th Street and 12th Street to improve safety by preventing access to/from these streets to the newly widened Bristol Street. The location of this phase is shown in Figure 3.

Current programming dates for Phase III are as follows:

- PE/Environmental to start 04/01/2010 and end 02/28/2011;
- Engineering to start 12/01/2011 and end 05/01/2013;
- Right-of-way to start 09/30/2012 and end 09/30/2014; and
- Construction to start 01/02/2015 and end 11/30/2015.

Phase IV

This phase involves the widening of Bristol Street (between Warner Avenue to St. Andrew Place) from four lanes to six lanes with a 150-foot wide right-of-way cross section including a 14-foot wide raised landscaped median; three 12-foot wide through travel lanes in each direction; a 7-foot wide Class II bike lane on each side of the roadway; a 15-foot wide parkway, and 10-foot sidewalk with curb ramps for wheelchair access pursuant to American with Disabilities Act of 1990 (ADA) requirements on both sides of the roadway. As Bristol Street approaches the intersections of Warner Avenue and Glenwood Place, the landscaped center median would taper to accommodate right-turn pockets and left-turn lanes in each direction. The landscaped center median would then

continue north of the Glenwood Place intersection to match the existing raised center median approximately 380 feet south of Edinger Avenue. The addition of the landscaped center median would improve safety by preventing left-turn access to/from Saint Gertrude Place, Saint Anne Place, Camden Place, and Carlton Place to the newly widened Bristol Street. (Note: the intersection of Bristol Street and Saint Andrew Place would be converted to a right-turn only intersection in both directions.) Additionally, cul-de-sacs would be maintained on the west side of Bristol Street at Saint Anne Place, Camden Place, and Carlton Place to maintain safety by preventing access to/from these streets to the newly widened Bristol Street. The location of this phase is shown in Figure 4.

Current programming dates for Phase IV are as follows:

- PE/Environmental to start 04/01/2010 and end 02/28/2011;
- Engineering is to start 07/01/2012 and end 12/30/2013;
- Right-of-way is to start 03/31/2013 and end 03/26/2015; and
- Construction is to start 07/01/2015 and end 06/30/2016.

Type of Project (use Table 1 on instruction sheet)

Change to existing regionally significant street.

County

Orange

Narrative Location/Route & Postmiles

Phase III

Bristol Street, Civic Center Drive to Seventeenth Street (City of Santa Ana)

Phase IV

Bristol Street, Warner Avenue to Saint Andrew Place (City of Santa Ana)

Caltrans Project EA# 965100

Lead Agency: City of Santa Ana, Public Works Agency (CEQA); Caltrans (NEPA)

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Hot Spot Pollutant of Concern (check one or both) **PM2.5** **PM10**

Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)

**Categorical
Exclusion
(NEPA)**

**EA or
Draft EIS**

**FONSI or Final
EIS**

**X PS&E or
Construction**

**X Other
NEPA-
Revalidation**

Scheduled Date of Federal Action: February 2011				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
Exempt	Section 6004 – Categorical Exemption	Section 6005 – Non- Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	4/1/2010	12/1/2011	9/30/2012	1/2/2015
End	2/28/2011	12/30/2013	3/26/2015	6/30/16
<p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>Bristol Street is classified as a north-south Major Arterial per the City General Plan Circulation Element (GPCE) and the County of Orange's Master Plan of Arterial Highway (MPAH). The purpose of the Project is to (1) provide sufficient roadway capacity to accommodate current and future traffic demand, (2) improve the performance and safety of the roadway, (3) reduce current and projected future delays experienced at major intersections by designing intersections to function at acceptable Levels of Service (LOS), and (4) provide a roadway design conducive to the provisions of the current GPCE and the MPAH designation of Major Arterial (i.e. public transportation requirements, cross section and curb-to-curb pavement width). Additionally, as defined in the GPCE, a Major Arterial includes six through travel lanes and enhanced features at intersections, including dedicated right and left turn lanes to maintain the operating capacity of the road.</p> <p><u>Phase III</u></p> <p>Traffic on Bristol Street between Civic Center Drive and 17th Street is highly congested during peak hours and is operating at unacceptable Level of Service LOS E and F. The segment between Civic Center Drive (immediately south of) and Washington Avenue currently operates at LOS E. The segment between Washington Avenue and 17th Street (immediately north of) currently operates at poor LOS F.</p> <p><u>Phase IV</u></p> <p>Two segments between (1) St Andrew Place and Glenwood Place and (2) south of Warner Avenue currently operate at unacceptable LOS E. Other segments of Bristol Street currently operate at acceptable LOS D or better. Congestion along Bristol Street is expected to worsen and operate at LOS F in future year 2035 as traffic demand increases. Traffic congestion would not only result in increased congestion, but would also impair commute time for through traffic and for circulation within the City.</p>				

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Phase III

Land use surrounding the project area consists of a mix of residential; commercial/retail; and office development. In addition, Santa Ana college is located immediately west of Bristol Street between 17th Street and Washington Avenue. A description of land use immediately surrounding the project area is provided below:

- North - commercial/retail and office
- East - commercial/retail and residential
- South - commercial/retail
- West - residential; commercial/retail; and Santa Ana College

Phase IV

Land use surrounding the project area consists of a mix of residential; commercial/retail; and vacant/undeveloped land. In addition, Mater Dei High School is located east of Bristol Street and north of Saint Andrew Place. A description of land use immediately surrounding the project area is provided below:

- North - commercial/retail and residential
- East - residential and Mater Dei High School
- South - commercial/retail, residential; and vacant
- West - residential and commercial/retail

Opening Year (2015): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Phase III

Bristol Street (from Civic Center Drive to Washington Street): LOS B-F for Build and No Build, respectively; 38,835 (AADT); 5% (% Diesel Trucks); 1,950 (Total Truck AADT).

Bristol Street (from Washington Street to Seventeenth Street): LOS C-F for Build and No Build, respectively; 44,690(AADT); 5% (% Diesel Trucks); 2,240 (Total Truck AADT).

Phase IV

Bristol Street (from Warner Avenue to Saint Andrew Place): LOS B-E for Build and No Build, respectively; 36,796 (AADT); 5% (% Diesel Trucks); 1,840 (Total Truck AADT).

RTP Horizon Year / Design Year (2035): Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Phase III

Bristol Street (from Civic Center Drive to Washington Street): LOS D-F for Build and No Build, respectively; 47,135 (AADT); 5% (% Diesel Trucks); 2,360 (Total Truck AADT).

Bristol Street (from Washington Street to Seventeenth Street): LOS E-F for Build and No Build, respectively; 54,250(AADT); 5% (% Diesel Trucks); 2,720 (Total Truck AADT).

Phase IV

Bristol Street (from Warner Avenue to Saint Andrew Place): LOS C-F for Build and No Build, respectively; 43,450 (AADT); 5% (% Diesel Trucks); 2,180 (Total Truck AADT).

Opening Year (2015): If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Phase III

Civic Center Drive (West of Bristol Street): AADT: 14,495-13690, for Build and No Build, respectively; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 730-690 for Build and No Build, respectively.

Civic Center Drive (East of Bristol Street): AADT: 14,855 for both Build and No Build; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 750 for both Build and No Build.

Washington Street (West of Bristol Street): AADT: 8,940-8,135 for Build and No Build, respectively; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 450-410 for Build and No Build, respectively.

Washington Street (East of Bristol Street): AADT: 3,995 for both Build and No Build; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 200 for both Build and No Build.

Seventeenth Street (West of Bristol Street): AADT: 34,885 for both Build and No Build; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 1,750 for both Build and No Build.

Seventeenth Street (East of Bristol Street): AADT: 38,070 for both Build and No Build; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 1,910 for both Build and No Build.

Phase IV

Warner Avenue (West of Bristol Street): Build and No Build - 30,825 (AADT); 5% (% Diesel Trucks); 1,550 (Total Truck AADT).

Warner Avenue (East of Bristol Street): Build and No Build - 33,395 (AADT); 5% (% Diesel Trucks); 1,670 (Total Truck AADT).

Glenwood Place (West of Bristol Street): AADT: 3,240-1,540 for Build and No Build, respectively;

% Diesel Trucks: 5% for Build and No Build; Total Truck AADT: 160-80 for Build and No Build, respectively.

Glenwood Place (East of Bristol Street): AADT: 3,960-2,360 for Build and No Build, respectively; % Diesel Trucks: 5% for Build and No Build; Total Truck AADT: 200-120 for Build and No Build, respectively.

Saint Andrew Place (West of Bristol Street): AADT: 1,290-1,790 for Build and No Build, respectively; % Diesel Trucks: 5% for Build and No Build; Total Truck AADT: 70-90 for Build and No Build, respectively.

Saint Andrew Place (East of Bristol Street): AADT: 2,705-3,905 for Build and No Build, respectively; % Diesel Trucks: 5% for Build and No Build; Total Truck AADT: 140-200 for Build and No Build, respectively.

RTP Horizon Year / Design Year (2035): If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Phase III

Civic Center Drive (West of Bristol Street): AADT: 17,110-16,305, for Build and No Build, respectively; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 860-820 for Build and No Build, respectively.

Civic Center Drive (East of Bristol Street): AADT: 17,735 for both Build and No Build; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 890 for both Build and No Build.

Washington Street (West of Bristol Street): AADT: 9,780-8,975 for Build and No Build, respectively; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 490-450 for Build and No Build, respectively.

Washington Street (East of Bristol Street): AADT: 4,405 for both Build and No Build; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 220 for both Build and No Build.

Seventeenth Street (West of Bristol Street): AADT: 34,885 for both Build and No Build; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 1,750 for both Build and No Build.

Seventeenth Street (East of Bristol Street): AADT: 38,070 for both Build and No Build; % Diesel Trucks: 5% for both Build and No Build; Total Truck AADT: 1,910 for both Build and No Build.

Phase IV

Warner Avenue (West of Bristol Street): Build and No Build - 37,415 (AADT); 5% (% Diesel Trucks); 1,870 (Total Truck AADT).

Warner Avenue (East of Bristol Street): Build and No Build - 40,535 (AADT); 5% (% Diesel Trucks); 2,030 (Total Truck AADT).

Glenwood Place (West of Bristol Street): AADT: 3,400-1,700 for Build and No Build, respectively;

% Diesel Trucks: 5% for Build and No Build; Total Truck AADT: 170-90 for Build and No Build, respectively.

Glenwood Place (East of Bristol Street): AADT: 4,205-2,605 for Build and No Build, respectively; % Diesel Trucks: 5% for Build and No Build; Total Truck AADT: 210-130 for Build and No Build, respectively.

Saint Andrew Place (West of Bristol Street): AADT: 1,475-1,975 for Build and No Build, respectively; % Diesel Trucks: 5% for Build and No Build; Total Truck AADT: 80-100 for Build and No Build, respectively.

Saint Andrew Place (East of Bristol Street): AADT: 3,105-4,305 for Build and No Build, respectively; % Diesel Trucks: 5% for Build and No Build; Total Truck AADT: 160-220 for Build and No Build, respectively.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed project would provide congestion relief and improve operations along Bristol Street within the project limits by smoothing traffic flow and vehicle speeds. The proposed widening of Bristol Street is not expected to worsen PM₁₀ or PM_{2.5} emissions.

Comments/Explanation/Details *(attach additional sheets as necessary)*

This update represents the remaining two phases (Phase III & Phase IV) of the City of Santa Ana's Bristol Street Widening Project as described under RTIP ID# ORA125. The project, between Warner and Memory Lane, has been phased as follows:

1. Warner Street to St. Andrew Place (Phase IV)
Updated information provided, above
2. St. Andrew Place to McFadden Avenue
3. McFadden Avenue to Pine Street (Phase I)
2009: Construction bids requested
4. Pine Street to Civic Center Drive (Phase II)
- *Pine Street to Third Street*
2009: Construction complete
- *Third Street to Civic Center Drive*
2009: Acquisition/Relocation complete
Final Design and Utility Relocation Plan in progress
5. Civic Center Drive to 17th Street (Phase III)
Updated information provided, above
6. 17th Street to Memory Lane

Sources:

<http://www.ci.santa-ana.ca.us/pwa/BristolStreetWidening.asp>
<http://www.ci.santa-ana.ca.us/business/CurrentProjects.asp>

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TCWG Project-Level PM Hot Spot Analysis Project Lists

Review of PM Hot Spot Interagency Review Forms

September 2006	Determination
ORA48	Not a POAQC - hot spot analysis not required
ORA125_a ORA125_b ORA125_c ORA125_d	Not a POAQC - hot spot analysis not required
RIV62015_a RIV62015_b RIV62015_c RIV62015_d	Not a POAQC - hot spot analysis not required
LA0B408	Not a POAQC - deemed acceptable for NEPA circulation
LA996340	Not a POAQC - hot spot analysis not required
SBD31808	Not a POAQC - hot spot analysis not required
RIV060118	Not a POAQC - hot spot analysis not required
ORA000195_a ORA000195_b	Not a POAQC - hot spot analysis not required
RIV050501	Not a POAQC - hot spot analysis not required

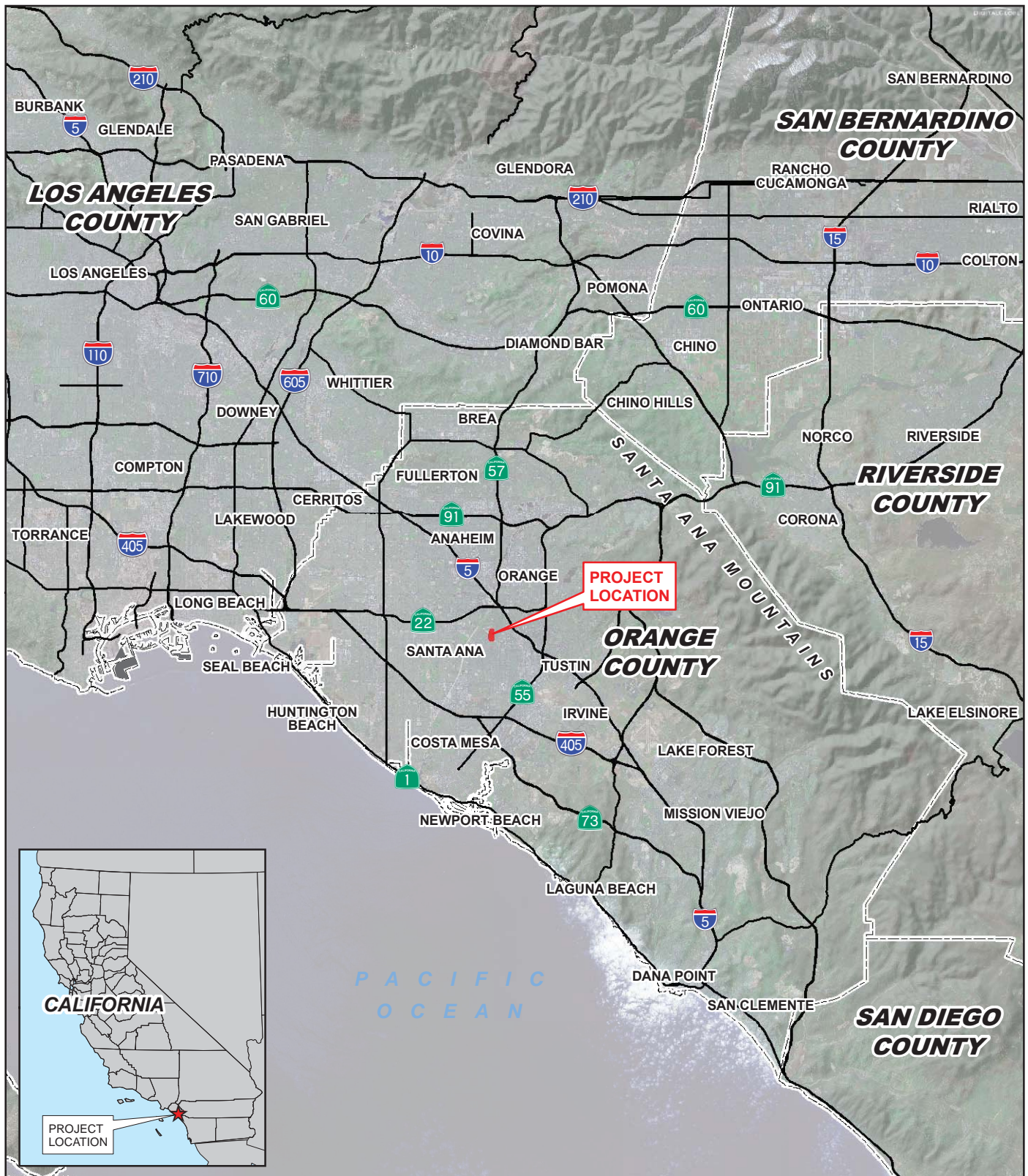
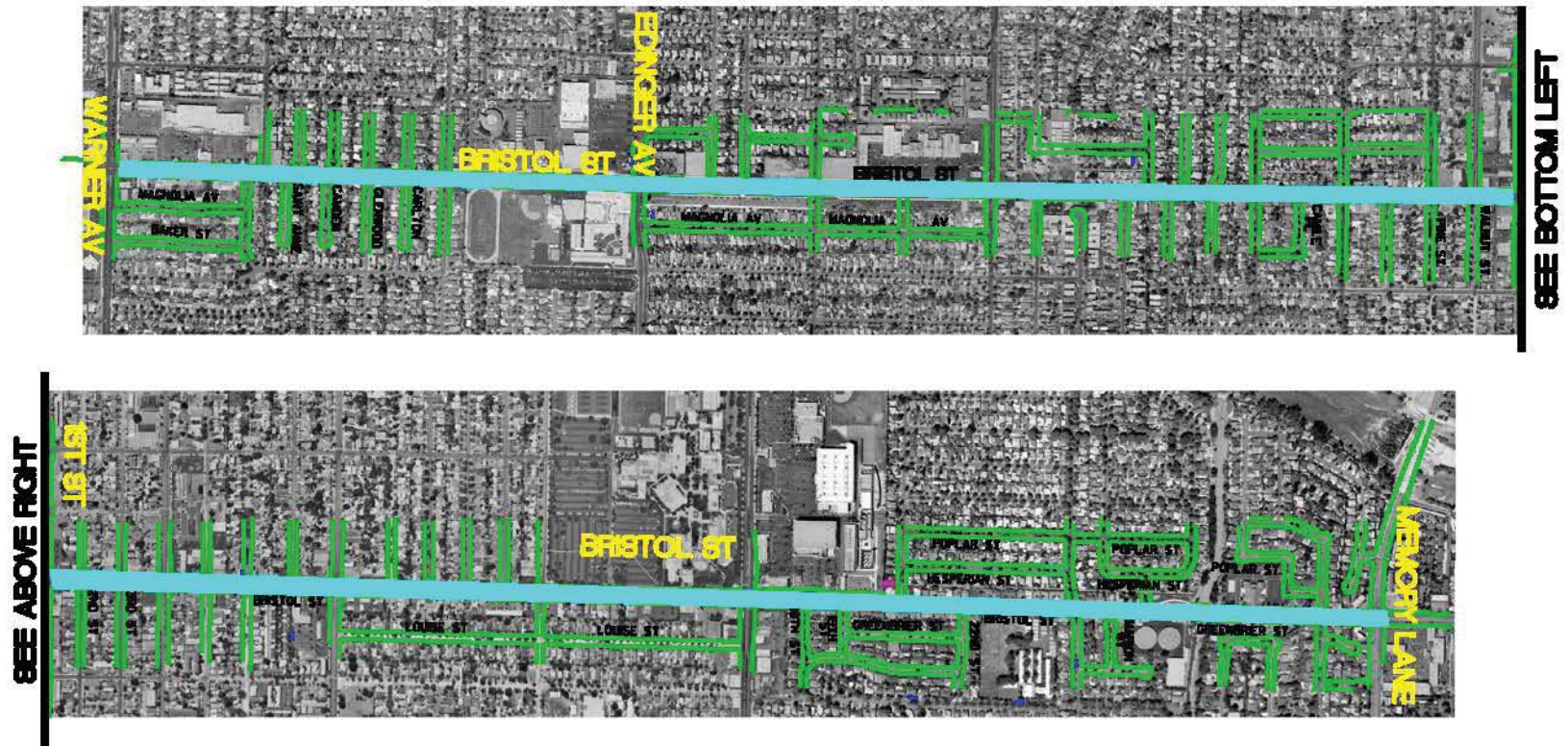


FIGURE 1
REGIONAL LOCATION



BRISTOL STREET WIDENING



WARNER TO MEMORY LANE

FIGURE 2



Legend

— Proposed Improvement

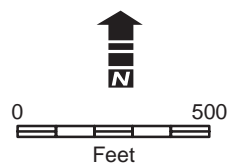


FIGURE 3 PROJECT LOCATION

BRISTOL STREET WIDENING PROJECT
CIVIC CENTER DRIVE TO SEVENTEENTH
STREET (PHASE III)



Legend

— Proposed Improvement

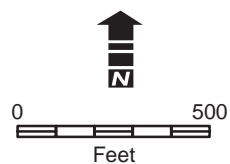


FIGURE 4 PROJECT LOCATION

BRISTOL STREET WIDENING PROJECT
WARNER AVENUE TO SAINT ANDREW
PLACE (PHASE IV)